



FIRST REPORT

OF THE

BOARD OF DIRECTORS

OF THE

Catawissa Railroad Co.,

TO THE

STOCKHOLDERS.

---

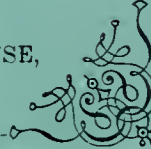

December 31st, 1860.

---

PHILADELPHIA :

H. G. LEISENRING'S STEAM-POWER PRINTING HOUSE,

Jayne's Building, 237 and 239 Dock Street.





# FIRST REPORT

OF THE

Board of Directors

OF THE

CATAWISSA RAILROAD COMPANY,

TO THE

STOCKHOLDERS.

---

December 31st, 1860.

---

PHILADELPHIA :

H. G. LEISENRING'S STEAM-POWER PRINTING HOUSE,  
Jayne's Building, 237 and 239 Dock Street.

1864.



## OFFICERS OF THE COMPANY.

---

PRESIDENT,  
T. HASKINS DU PUY.

DIRECTORS,

SAMUEL V. MERRICK,	WILLIAM SCHOTT,
CHARLES MACALESTER.	JOSEPH PAXTON,
JAMES S. COX,	ROBERT BAYARD.

SECRETARY AND TREASURER,  
WILLIAM R. FISHER.

SUPERINTENDENT,  
H. STANLEY GOODWIN.

210281



# ANNUAL MEETING.

---

No. 308 WALNUT STREET.

Philadelphia, May 6, 1861.

At an Annual Meeting of the Stockholders of the Catawissa Railroad Company, held this day, at 12 o'clock, noon, the Secretary read the Report of the Board of Directors, for the four months ending December 31st, 1860, whereupon it was


*Resolved*, that the Report of the Board of Directors, this day presented and read, be and the same is hereby approved, accepted and adopted, and the Board be requested to have the same printed.

The Act of Assembly of the Commonwealth of Pennsylvania, entitled "An Act relating to the Catawissa Railroad Company," approved the 10th day of April, A. D. 1861, (a copy of which is appended to the Report of the Finance Committee,) was laid before the meeting and read, when on motion duly seconded, it was

*Resolved*, That the said Act of Assembly be and is hereby accepted.

WILLIAM R. FISHER,

Secretary.



Digitized by the Internet Archive  
in 2017 with funding from

This project is made possible by a grant from the Institute of Museum and Library Services as administered by the Pennsylvania Department of Education through the Office of Commonwealth Libraries

First Report

OF THE

CATAWISSA RAILROAD COMPANY.

1860.

---

TO THE STOCKHOLDERS OF THE  
CATAWISSA RAILROAD COMPANY.

The 31st of December having been determined upon as the proper time to end the fiscal year of the Corporation, your Board of Directors, in conformity with the requirements of the Charter, submit to the Shareholders a statement of the affairs of the Company, during the months of September, October, November and December, of the year 1860, with detailed accounts of the operations of the road from the officers in charge.

The legal requirements, necessary to enable us to take possession of the property, late of the Catawissa, Williamsport and Erie Railroad Company, purchased on the 2nd day of July last, were, from various causes beyond our control, not consummated until near the first of October, when occupation was had on the assumption by us of the September obligations of the Receiver of the former Company, and also of the various expenses incurred for the organization of this Corporation, as per

agreements made by the Committee of Catawissa, Williamsport and Erie Bondholders.

The Capital of the Company is represented:—

By 44,000 Shares Preferred Stock @ \$50 each,	\$2,200,000 00
“ 23,000 “ Common “ “ “	1,150,000 00
“ Chattel Mortgage on Engine No. 22, and 50 Coal Cars.	34,000 00
In all.	<hr/> \$3,384,000 00

To which should be added the Catawissa, Williamsport and Erie R. R. Co., chattel mortgage, due Patrick O'Reilly, for engine No. 21, and 26 flat cars, for \$19,500, now in use by us, and for which we pay semi-annually, \$975.

The amount of Capital Stock issued to 1st January, 1861, is as follows:—

28,561 Shares Preferred Stock @ \$50 each,	\$1,428,050 00
10,623 “ Common “ “ “ “	531,150 00
Chattel Mortgage.	33,500 00
Amount.	<hr/> \$1,992,700 00

Yet unissued, but ready for delivery as agreed:—

15,439 Shares Preferred Stock @ \$50 each,	\$771,950 00
12,377 “ Common “ “ “ “	618,850 00
Chattel Mortgage.	500 00
Amount,	<hr/> \$1,391,300 00

The earnings of the road have not come up to the expectations formed, while on the other hand the expenditures for its account have been extensive. The embarrassments entailed upon this enterprise, during years of trouble, resulting in the bad condition of the roadway and machinery, as received by your officers, will continue to demand large expenditures, which cannot be

properly compared with the receipts from business transacted until the whole property is placed in the good condition demanded by a wise economy.

The peculiar position of your road, commencing at a point in the woods, eight miles north of the town of Tamaqua, in Schuylkill county, with two-thirds of its whole length located upon unproductive mountain sides, crossing deep ravines upon high bridges, and ending at the town of Milton, on the West Branch of the Susquehanna River, has to some extent begotten an unjust feeling of distrust, and placed it, unnecessarily and unprofitably to all interests, almost wholly at the mercy of its terminal connecting roads, both of which have an alternative route to all our business points. These causes have forced your road in self-protection, and in an imperfect manner, to become a link, measurably beyond our own control, in the chain of roads leading from Philadelphia to Western New York and Buffalo, on the trade of which it has heretofore mainly relied. The close competition forced upon all railroads, by the depressed condition of industrial pursuits, driving them to the acceptance of unremunerative rates, has borne particularly hard upon your property. To each of these several conditions, thus briefly shadowed out to your notice, must be attributed, in a greater or less degree, the results submitted.

The engines and cars of your Company are run over the following roads, under agreements and contracts, by which a certain portion of the receipts thereon and therefrom are paid for the privilege:

Sunbury and Erie Railroad,	.	.	.	27 miles.
Little Schuylkill	"	.	.	28 "
Quakake	"	.	.	14 "
Beaver Meadow	"	.	.	13 "
				<hr/>
Leased,	.	.	.	82 miles.
Add Catawissa Railroad,	.	.	.	64 "
				<hr/>
Total miles operated by C. R. R. Co.,	.	.	.	146 miles

The Receipts and Expenditures during your ownership have been:—

Receipts from Road, . . . . .	\$95,790 96
Expenses on Road, Machinery, &c., . . . . .	80,820 54
	<hr/>
Net income, . . . . .	\$14,970 42

Which has been disposed of as follows:—

Paid Receiver's Commissions, Advertising, Conveyancing, &c., . . . . .	\$8,396 94
“ C. W. & E. R. R., Labor and Materials Acct., . . . . .	1,292 59
“ 6 mos. Interest on Chattel Bonds, . . . . .	1,787 50
“ Commissions to Trustees of 1st Mortgage Bonds, C. W. & E. R. R. Co., . . . . .	2,500 00
“ Discount and Exchange on Bills Receivable, . . . . .	18 28
Uncollected dues, 31st December, from other roads, &c., . . . . .	975 11
	<hr/>
Amount, . . . . .	\$14,970 42

There yet remains, by legal obligation, to be paid out of the yearly income, as follows:—

For Labor and Materials, C. W. & E. R. R. Co., . . . . .	\$60,439 37
For Commissions due Trustees, Legal Services due reconstruction, and balance due Receiver, . . . . .	11,475 00
Sundry Claims against C. W. & E. R. R. Co., estimated, . . . . .	9,000 00
	<hr/>
Amount, . . . . .	\$80,914 37

The expenditure needed during the coming year, over and above the ordinary repairs to road, machinery and cars, is estimated, from data before us, as follows:—

New Cross-ties, . . . . .	\$9,000 00
Re-rolled Iron, . . . . .	9,000 00
Two new Bridges, . . . . .	34,000 00

Clearing and Ditching Roadway, . . . .	\$5,000 00
Arching Tunnels, . . . . .	5,000 00
Re-building five Locomotives into Coal-burners, . . . .	30,000 00
New Freight Cars, . . . . .	25,000 00
<hr/>	
Amount, . . . . .	\$117,000 00

In order that a comprehensive and unbiassed view of the whole financial question, both of earnings, expenses, and the ultimate probabilities of the payment of dividends, may be arrived at, the Board of Directors call the attention of each shareholder to the annexed accurate tabulated comparative statement; by which it will be seen, that the *increased rate* of compensation demanded by, and paid to, our connecting roads for their use, was  $4\frac{91}{100}$  per cent. on our whole business greater than that paid for same service for corresponding period of the year previous, being equal to . . . . . \$6,046 28

The expense of moving your trade has been diminished from  $1\frac{7022}{10000}$  cents to  $1\frac{5136}{10000}$  cents per ton and per passenger per mile, being a comparative saving on the whole work done of . . . . . \$10,102 96

The rates of compensation paid to your Company, owing to the competition before mentioned, have been reduced from  $2\frac{6708}{10000}$  cents, to  $2\frac{3063}{10000}$  cents per ton and per passenger per mile, being a comparative loss on the whole work done of . . . . . \$19,461 83

The increased business of the road during your ownership, at the more favorable rates received during a similar period of the year previous, would have given as the net income \$37,107 95  
Instead of, as now reported, . . . . . 14,970 42

Showing a comparative loss of . . . . . \$22,137 53

Had the cost of moving your trade in 1860 been in proportion with that of 1859, your net income would have been but . . . . . \$4,900 46

*Tabulated comparative statement, showing the results of the business of the Catawissa Railroad, during the months of September, October, November and December, of the years 1859 and 1860.*

1859.	1860.	Gain.	Loss.						
2,435,731	4,280,134	844,383	3643 · 10000	Tons moved one mile.					
993,749	1,059,189	62,440	491 · 100	Passengers moved one mile.					
111,666	116,011	4,345	1116 · 10000	Mileage of Engines.					
39 6 10	46	6 10		Average number of tons and Passengers moved per mile run.					
2 6708 10000	2 3063 10000			Gross receipts per ton, and per passenger per mile.					
17 30 100	22 21 100			Percentage paid connecting roads.					
2 2086 10000	1 7940 10000			Net receipts per ton and per passenger per mile.					
1 7022 10000	1 5136 10000	1886 · 10000		Cost of moving per ton and per passenger per mile.					
5064 · 10000	2804 · 10000		2360 · 10000	Net income per ton and per passenger per mile.					

Nominally possessing twenty-two locomotives, with a business which can now be satisfactorily performed with fifteen first-class well adapted coal burning engines, the trade of the road has, at certain pressing seasons, suffered much for want of adequate power to move it promptly.

Having unusual facilities for the purchase of both anthracite and bituminous coals at economical rates, your locomotives nevertheless are all wood burners, which have been doing their work at the *enormous* cost for fuel of *eleven cents* per mile run.

From carefully conducted experiments made on the Pennsylvania Railroad, by Mr. W. J. Palmer, with wood, at a cost of \$2.39 per cord, the cost for fuel per mile run, of a properly constructed locomotive with full passenger train, is  $4\frac{74}{100}$  cents; and with the same conditioned engine, adapted to use bituminous coal, costing \$1.82 per net ton, a saving of 50 per cent. on that amount was attained.

The report of G. A. Nicolls, Esq., Superintendent of the Philadelphia and Reading Railroad, for 1860, shows the cost of anthracite coal, as a fuel for freight trains, has been  $8\frac{81}{100}$  cents per mile run, and for passenger trains,  $3\frac{43}{100}$  cents per mile run.

The average cost of wood on the Catawissa Railroad, during the past year, has been \$2.25 per cord. The average cost of anthracite coal, delivered into the tenders, would be about \$1.60 per ton; and of bituminous coal, about \$2.20 per ton.—Further comment on this subject seems unnecessary.

The governing causes, which appear to have heretofore operated against your road, are—

1st. The original defective, and present deteriorated condition of your roadway, power and rolling stock;

2d. The incompleteness of the relations existing between the several roads with which yours forms connections; and

3d. Arising from the two former: the pecuniary embarrassments which seem to have always surrounded the enterprise.

The natural results flowing from these causes will, sooner or later, injure all projects based upon sanguine expectations, in advance of practical business demands.

It is now however hoped that the crisis with your property has passed; and that when the difficulties here enumerated are removed, as they ultimately must be, your enterprise will then be valuable, and to some extent remunerative. The causes for this belief arise from the careful consideration of the following facts:

The early completion of the Philadelphia and Erie Railroad determined, your road becomes important, both as its New York and Philadelphia outlet; large shipments of coal, lumber, oil, and Western produce, may be relied upon.

The break of guage at Elmira being obviated, a matter now under serious consideration among Western New York interests, the prohibition to shipping Western produce in bulk from Buffalo to Philadelphia and New York will be removed.

#### THE DISTANCE FROM CLEVELAND

To New York city, via N. Y. Central R. R.,	is 625 miles.
“ “ “ N. Y. and E. R. R.,	is 602 “
“ “ “ Pennsylvania R. R.,	is 590 “
“ “ “ P. & E. & Catawissa,	is 581 “

#### THE DISTANCE FROM BUFFALO

To New York city, via N. Y. Central R. R.,	is 442 miles.
“ “ “ N. Y. and E. R. R.,	is 433 “
“ Philadelphia, “ Catawissa R. R.,	is 435 “

Your coal property, consisting of 1200 acres in Rush Township, Schuylkill County, notwithstanding the condemnation placed upon it by the late lessee, whose judgment in this case appears to have been at fault, gives every assurance of being immensely valuable, both as to royalty and tonnage.

Responsible parties, by shafting one hundred feet below the surface of the ground, and then drifting across, have found the *mammoth vein* to be here over forty-seven feet thick, of the very best character of coal, in excellent condition and position for working. These parties are prepared to make leases, and expend \$60,000 of their own money, in the erection of suitable

works at the mines, as soon as they are assured that the branch road, which is to be their outlet to market, can be built. It is stated that 100,000 tons of coal can be sent from this field over the new road before the end of the year, could its construction and completion be guaranteed upon or about the 1st of August next.

When made, this branch should be brought to connect with the Catawissa road at or near the Summit tunnel, and with the Quakake road, east of the present objectionable "switch-back." This arrangement will give a saving of nearly five miles on freight and passengers, tending to and from New York, over this route; and also afford an opportunity of sending this coal, bound for Western New York markets, sixty miles over our road, and that bound for a Philadelphia market, four miles, the freight on which latter would be otherwise lost to us. The ruling grades from this point of your road, both ways, are favorably descending.

This property, being the nearest, offers the best terms on which the now large and constantly growing coal trade of Western New York can depend for its supply of *Lehigh* coal. The general tonnage of your road being eastward, the trade from this region can be moved westward at a minimum of cost. Experienced coal operators affirm that a constant supply, of from three to four hundred thousand tons per annum, can be depended upon from this property, for very many years.

The owners of the M'Caulay mountain coal property, upon the traffic from which large expectations have been heretofore based, are now waiting a favorable opportunity for re-organization; as soon as that object is attained upon just and reasonable business grounds, and placed in active operation, it is hoped a valuable addition to your trade may be gained.

Upon taking possession of your road, your Board of Directors were formally notified by the Sunbury and Erie Railroad Company, that the perpetual lease, existing between them and the Catawissa, Williamsport and Erie Railroad Company, for the use, by the latter Company, of the twenty-seven miles of the

first Company's road, between Milton and Williamsport, was at an end; and that the Catawissa Railroad Company should suspend all transit and business in their own cars, and by their own machinery, over said portion of their road.

As it was deemed inexpedient to have your interests placed anew in legal difficulty, and as the rights under the old lease were essential to the interests of your road, it was thought best to compromise the matter upon the most favorable terms attainable. After much negotiation, a new contract or lease was made with the Sunbury and Erie Railroad Company, for the period of twenty years, the old lease cancelled, and the obligations of indebtedness of the Catawissa, Williamsport and Erie Railroad Company, resting on this Company, and due to the Sunbury and Erie Company, amounting to \$9,122,15, treated as paid, and returned to us. It is believed the new arrangement works well.

Your Company, having no repair nor machine shops, is obliged to depend upon the shops of the Little Schuylkill Railroad Company, at Tamaqua, and those of the Elmira and Williamsport Railroad Company, at Williamsport, for the repairs required by your machinery and cars.

The opening of the Mahanoy coal basin, by the completion of the tunnel on the East Mahanoy Railroad, will, in all probability so increase the business of the Little Schuylkill Railroad, as to require the full use of their shops and machinery for their own repairs. The determination of the Sunbury and Erie Railroad Company, in regard to the perpetual contract, practically compelling us to end the run of our engines at Milton, makes Williamsport ineligible to us as a place for repairs.

The Board of Directors are therefore clearly of the opinion, that a reasonable expenditure should be made at an early day, in the erection of, and stocking with suitable machinery, repair and machine shops, at some proper point on the line of your own road, where repairs can be attended to, and a gradual increase of rolling stock can be made, under the directions and control of your own officers, at a marked saving over rates now paid.

The various expenditures and liabilities which have been presented to your notice, namely :—

The liabilities of the old Company, assumed :

The requirements of the new Company, beyond ordinary repairs ;

The amount needed to develop your coal property, by the construction of a branch road ; and

The construction of proper machine shops, with their complement of tools :

All of which are needed for the development of your property, and the reduction of your working expenses within economical limits, and either of which alone will require large expenditures, clearly and strongly indicate the necessity of your providing more certain, efficient, and speedy means for the attainment of the desired ends, than are now at the disposal of your Board of Directors.

One of the first duties your Board was called upon to fulfil was the appointment of a Superintendent, consequent upon the resignation of Mr. H. A. Fonda from that post, tendered to the Receiver before the new Company came into possession. Mr. H. S. Goodwin, from the Pittsburgh, Fort Wayne and Chicago Railroad, was made his successor, and entered upon the discharge of his duties early in September. It is believed the selection has been judicious.

The system heretofore in use of having two general offices for the transaction of the clerical duties of the road, one at Williamsport and one at Philadelphia, with the consequent and unnecessary array of duplicate books being found expensive, confused and tedious, has been abolished, and a saving effected, by moving the force from the Williamsport office to Philadelphia, and placing all the accounts and receipts of the Company in the charge of the Secretary and Treasurer, relieving the Superintendent of a duty foreign to his post.

The manner of keeping the account books of the Company has been changed into the concise and comprehensive system

long in use upon many important roads. For a clear understanding of these matters, and the manner of governing the property, the Shareholders are referred to the "By-Laws and Organization," which have been carefully prepared to meet the wants of the Catawissa Road, and will, it is hoped, be found satisfactory.

It gives us great pleasure to be able to state, that not one passenger's life has ever been lost on your road.

In conclusion, the Directors tender their acknowledgments to the skill, energy and fidelity of the several officers in charge.

By order of the Board of Directors.

T. HASKINS DU PUY,

OFFICE CATAWISSA R. R. Co.,

President.

Philadelphia, March, 1861.

# REPORT

OF THE

## FINANCE COMMITTEE.

---

OFFICE CATAWISSA R. R. Co.,  
No. 308 Walnut Street,  
Philadelphia, 28th March, 1861.

The Finance Committee, to whom have been referred the questions submitted in the Report of the Board of Directors of the Catawissa Railroad Company, this day approved, with instructions "to present what in their judgment may be considered the best means that will enable the road to accommodate properly its growing business; develop the coal property of the Company; renew and repair its dilapidated roadway, structures and machinery; pay off the debts resting upon this Company, through the Catawissa, Williamsport and Eric Railroad Company; and reasonably secure the early payments of dividends upon the preferred stock of the Company," do hereby briefly report:—

It is the clear opinion of this Committee, that the mortgage required by the Act of Assembly to the preferred stockholders is unwise and very prejudicial to all the interests of the enterprise; and that the propriety of the repeal of the provisions in the charter, requiring its execution, should be submitted to the careful consideration of the Stockholders, at their next meeting.

The renewals to roadway, structures and machinery will, during the coming year, be necessarily large, in order that the growing business of the road may be accommodated, as well as to replace the natural deterioration of originally defective road-

way, structures, cars and machinery, which have and must until altered, continue to drain the receipts of the road by disproportionate expenses.

The coal property of the Company, near the Summit tunnel, has lately been proven to have on it the "mammoth vein," forty-seven feet thick, in excellent quality and in good condition for working, which will require for its development the construction of a branch railroad from four to six miles long, and a large increase to the present number of coal cars.

The debts for labor and materials of the Catawissa, Williamsport and Erie Railroad Company, and the expenses of organizing this Corporation, all resting upon you by legal obligation, originally about \$105,000, have, by negotiations and payments made, been reduced to about \$81,000.

The completion of the Philadelphia and Erie Railroad will undoubtedly give large additions to the business of the Catawissa Railroad, which will have to be promptly provided for by improvement of machinery, and additions to rolling stock.

The favorable prospects of increased business on our connecting roads, and the condition of our own, warn the Board that the repairs now done to your cars and machinery, at the shops of the Little Schuylkill R. R. Co., at Tamaqua, and the Elmira and Williamsport R. R. Co., at Williamsport, forbid our long reliance upon them, and notify us that we will be soon forced to erect, and stock with suitable machinery, workshops of our own.

To meet all these necessities and obligations, amounting in the aggregate to about \$300,000, there is now only available the net income of the road, which, as it is limited by the very necessities demanding its prompt outlay, increases by just so much its yearly insufficiency. Under such a condition of things continued, your Committee can see no hope for a payment of dividends within any reasonable period. On the other hand, your Committee are of the opinion, that the conditions which surrounded your enterprise a year ago are so materially changed, by the promises of increased trade from your connecting roads, by the now acknowledged value of your coal property, and by the now known condition of the road, as to demand a temporary

departure from the previous determined policy of the Stockholders, in order that all the before-mentioned requirements may be economically carried out, and that the early payment of dividends out of the net income may be secured thereby.

It is therefore recommended that the following bill, authorizing, *inter alia*, the issue of \$250,000 mortgage bonds, be approved by the Board of Directors, and by them submitted to the Stockholders at their next annual meeting, for their acceptance or rejection: and that the President be requested to take such immediate steps, as may in his judgment be necessary, to secure the prompt passage of said bill through the Pennsylvania Legislature.

Submitted by the Finance Committee.

S. V. MERRICK,

Chairman.

C. MACALESTER.

## AN ACT RELATING TO THE CATAWISSA RAIL ROAD COMPANY.

SECTION I. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same. That it shall and may be lawful for the Board of Directors of the Catawissa Railroad Company to create and issue bonds to an amount not exceeding two hundred and fifty thousand dollars, at a rate of interest not exceeding seven per centum per annum, and to secure the same by a first mortgage upon their railroad, real estate and franchises, or such portions thereof as said Board of Directors may determine, and the said Company may dispose of said bonds on such terms and in such manner as they may deem expedient; *Provided*, however, that before the power hereby conferred shall be exercised, the consent of two-thirds in amount of the preferred Stockholders of said Company shall be obtained either at the Annual Meeting of said Company, or at a special meeting convened by the President and Directors, upon giving ten days previous notice in

two daily newspapers published in the city of Philadelphia, and one daily newspaper published in the city of New York, or in such other way and manner as either of said meetings shall appoint or direct. And the said Company shall and may with like consent be relieved from the obligation to secure the dividends to the preferred Stockholders by mortgage or deed of trust upon the whole or any portion of the property and franchises of said corporation, as may by the parties so consenting be determined.

SECTION II. That the Annual Meeting of the Stockholders of said Company shall hereafter be held on the first Tuesday in April of each year, and the election for President and Directors shall be held on the first Monday in May of each year, as now.

SECTION III. That it shall be lawful for the said Company to construct branches not exceeding ten miles in length, connecting with their own road, or with other railroads, for the purpose of leading to coal mines or iron works.

SECTION IV. That the time allowed for the completion of said Catawissa Railroad to Williamsport be and the same is hereby extended to the first day of November, 1871.

SECTION V. That so much of any acts or parts of acts, as is inconsistent with any of the provisions of this act, be and the same is hereby repealed.

# REPORT

OF THE

## TREASURER.

---

OFFICE CATAWISSA R. R. Co.,  
No. 308 Walnut Street.  
Philadelphia, January 1st, 1861.

TO THE PRESIDENT AND DIRECTORS OF THE CATAWISSA RAIL-  
ROAD COMPANY :

Gentlemen :—I beg leave to submit a General Statement of the affairs of the Company to January 1st, 1861, as also Transportation and Income Account, for the four months ending December 31st, 1860.

Very respectfully,  
WM. R. FISHER,  
Treasurer.

*Capital and Debts, Assets and Liabilities of the Catawissa  
Railroad Company. December 31st, 1860.*

CR.

Construction Account, (Cost of Road, Real Estate, including Coal Lands, Shops, &c.,)	\$3,079,000 00
Locomotives and Tenders,	157,500 00
Freight and Gravel Cars,	103,700 00
Passenger and Baggage Cars,	20,350 00
Coal Cars,	23,450 00
	<hr/>
	\$3,384,000 00

Amount brought forward, \$3,384,000 00

*Assets.*

Cash on hand,	\$4,277 52	
Notes Receivable,	471 24	
Freight and Toll bills due the Co.,	3,955 90	
		8,704 66

*Materials on hand.*

Wood,	2,000,00	
Oil and Waste,	1,445 93	
Workshop Materials,	8,545 95	
Office Furniture,	473 35	
Patent Rights,	72 50	
		12,537 73

*Debts due by Connecting Roads.*

Philada. and Reading R. R. Co.,	\$2,157 05	
Lehigh Valley R. R. Co.,	75 63	
Central R. R. Co. of New Jersey,	136 37	
Lackawanna and Blooms'g R. R. Co.,	142 60	
North Pennsylvania R. R. Co.,	15 16	
Buffalo, N. Y. and Erie R. R. Co.,	72 86	
Milwaukie and Minnesota R. R. Co.,	21 95	
Detroit and Milwaukie R. R. Co.,	77 77	
Milwaukie and Mississippi R. R. Co.,	24 77	
Burlington and Mo. River R. R. Co.,	13 61	
Quincy and Toledo R. R. Co.,	9 14	
Toledo and Wabash R. R. Co.,	11 74	
Belvidere and Delaware R. R. Co.,	17 86	
Lacrosse and Milwaukie R. R. Co.,	1 45	
Phila., Wil'm and Balt. R. R. Co.,	183 92	
Tamaqua Stage Co.,	103 82	
Phila. and Elmira Through Line,	97 92	
		3,163 62

*Debts due to the Company.*

Office, Sixth and Chestnut Streets,	\$223 00	
Post-Master General,	2,974 99	
Howard & Co.,	650 00	
Shepp & Co.,	4 90	
Amounts carried forward,	\$3,852 89	\$3,408,406 01

Amounts brought forward,	\$3,852 89	\$3,408.406 01
Pardee & Co.,	4 28	
J. Langdon & Co.,	177 17	
Wm. L. Kite,	75 00	
Extra Baggage,	13 93	
	<hr/>	4,123 27
Catawissa R. R. Co., Preferred		
Stock undelivered,	\$771,950 00	
Do. do. Common do	618,850 00	
	<hr/>	
	\$1,390,800 00	
Catawissa, Wmsport and Erie		
R. R. Co., balance due for		
purchase of Road,	1,384,864 92	
	<hr/>	5,935,08
H. S. Goodwin, Wages and Materials,		192 09
Profit and Loss.		62,293 23
		<hr/>
		\$3,480,949 68

## DR.

Preferred Stock,	\$2,200,000 00	
Common Stock.	1,150,000 00	
Loan 1860-1880, 5 per cent.,	34,000 00	
	<hr/>	\$3,384,000 00

*Liabilities.*

Notes payable,	\$11,475 00	
Assumed debt of the Catawissa,		
Wmsport and Erie R. R. Co.,	60,439 37	
Pay rolls & bills of Materials due.	15,917 72	
	<hr/>	87,832 09

*Debts due to Connecting Roads.*

Elmira and Williamsport R. R. Co.,	\$683 09	
Little Schuylkill N. and R. R. Co.,	2,249 92	
Sunbury and Erie R. R. Co.,	2,220 01	
Quakake R. R. Co.,	235 13	
	<hr/>	
Amounts carried forward,	\$5,388 15	\$3,471,832 09

Amounts brought forward,	\$5,388 15	\$3,471,832 09
Beaver Meadow R. R. Co.,	222 93	
N. Marsh, Receiver,	588 16	
New York Central R. R. Co.,	1,112 05	
Cleveland, P. & Ashtabula R. R. Co.,	239 57	
Great Western Railway,	73 82	
Michigan Central R. R. Co.,	38 61	
Illinois Central R. R. Co.,	21 24	
Mich. So. and N. Indiana R. R. Co.,	269 75	
Galena and Chicago R. R. Co.,	7 48	
Little Miami C., and Xenia R. R. Co.,	75 36	
Hannibal and St. Joseph R. R. Co.,	39 11	
Buffalo and Erie R. R. Co.,	288 07	
Cleveland and Toledo R. R. Co.,	95 16	
Chicago and Burlington R. R. Co.,	25 30	
Buffalo and L. Huron R. R. Co.,	11 15	
Great Western R. R. Co., of Illinois,	34 60	
Chicago and Milwaukee R. R. Co.,	10 45	
St. Louis, A. and Chicago R. R. Co.,	3 89	
Cleveland, Columbus & Cin. R. R. Co.,	196 20	
Mississippi and Missouri R. R. Co.,	12 63	
Jeffersonville R. R. Co.,	21 16	
Evansville and Crawfordsville R. R. Co.,	1 12	
Terre Haute, A. & St. Louis R. R. Co.,	20 14	
Sandusky, Dayton and Cin. R. R. Co.,	11 04	
Terre Haute & Richmond R. R. Co.,	2 00	
Bellefonte and Indianapolis R. R. Co.,	38 16	
Chicago & Rock Island R. R. Co.,	44 00	
Pacific R. R. Co. of Missouri,	32 50	
Chicago and Northwestern R. R. Co.,	40 68	
Ohio and Mississippi R. R. Co.,	17 60	
	<hr/>	8,982 08
Coupons, November, 1860,		37 50
Fractional Shares of Preferred Stock,	\$88 33	
“ “ Common “	9 68	
	<hr/>	98 01
		<hr/> <hr/>
		\$3,480,949 68

*Transportation and Income Account for Four Months, ending  
December 31st, 1860.*

*Receipts of the Road.*

Freight on Mdse., tons moved 1 mile,	3,830,937,	\$82,605 50
Freight on Coal,       "       "       "	449,197	4,380 64
Miscellaneous Receipts,		6,789 07
Travel,		25,400 41
United States Mail,		3,966 68

---

Total Receipts, \$123,142 30

*Deduct*

Rent of Little Sch. N. R. R. & C. Co.,	\$11,670 34	
"   Sunbury and Erie R. R. Co.,	12,538 26	
"   Quakake R. R. Co.,	1,784 92	
"   Beaver Meadow R. R. Co.,	1,357 82	
	<hr/>	27,351 34

---

Net Receipts, \$95,790 96

*Working Expenses.*

*Station Expenses.*

Office Expenses,	\$314 89	
Agents and Clerks,	2,551 09	
Porters, Watchmen, and		
Switchmen,	2,966 59	
	<hr/>	\$5,832 57

*Cost of Running.*

Fuel, first cost, and labor,	\$12,962 34
Passenger Conductors,	
Brakemen, and B.,	2,110 45
Freight Con. & Brakemen,	3,515 39
Pass. Engineers & Firemen,	1,560 00
Freight Eng's & Firemen,	2,087 83
Coal Engineers & Firemen,	843 40
Oil and Waste for Passenger	
Engines and Tenders,	600 88

---

Amounts carried forward, \$23,679 49 \$5,832 27 \$95,790 96

Amounts brought forward,	\$23,679 49	\$5,832 27	\$95,790 96
Do. for Freight Eng. & Ten.	788 89		
Do. for Coal Engines & Ten.	220 48		
Do. for Pass. and Bag. Cars,	81 60		
Do. for Freight Cars,	395 50		
Do. for Coal Cars,	19 80		
Train Incidentals.	852 72		
Engine Wipers,	818 50		
Water Rents.	66 66		

---

 26,924 44

*Expenses of Repairs of Machinery.*

Repairs of Passenger En-			
gines and Tenders,	\$1,951 09		
Do. of Freight Eng. & Ten.,	5,624 86		
Do. of Coal Eng. & Ten.,	1,011 32		
Do. of Pass. and Bag. Cars,	1,154 55		
Do. of Freight Cars,	4,662 96		
Do. of Coal Cars,	542 50		
Do. of Through Cars,	2,024 65		
Do. of Tools and Ma-			
chinery in shops,	148 54		
Incidental Ex. about Shops,	976 54		
Rent of shops,	667 15		

---

 18,764 16

*Repairs of Road Structures.*

Rep's of Track & Tools.	\$11,147 31		
Repairs of Structures,	2,884 76		

---

 14,032 07

*General Expenses.*

Superintendence and office			
Expenses,	\$2,180 91		
Loss and Damage to Property,	241 73		
Damages for inj. to Persons.	30 00		
Passenger and Freight			
Earnings Refunded.	697 03		
Taxes,	4 70		

---

 Amounts carried forward,    \$3,154 37    \$65,552 94    \$95,790 96

Amounts brought forward,	\$3,154 37	\$65,552 94	\$95,790 96
Contingencies,	92 97		
Stationery,	455 18		

---

 3,702 52

*Miscellaneous Expenses.*

Emigrant Expenses,	\$342 13
Through Ticket Expenses,	428 12
Through Freight Expenses,	416 14
Advertising Account,	173 47
Allowance for use of Cars,	2,687 04

---

 4,046 90

Rent of Cars,	3,940 20
Expenses of General Office,	3,577 68

---

 80,820 54

Net Income,

---

 \$14,970 42

Which has been disposed of as follows:

Paid 6 mos. Int. on \$34,000  
of 1860-80 Chattel Mort.

5 p. ct. Bonds, at 2½ p. ct., \$850 00

Six mos. Int. on \$19,500 of  
1856-86 Chattel Mort. 10

p. ct. Bonds of the Cata-  
wissa, W'msport and Erie

R. R. Co., at 5 per ct., 975 00

Balance of Interest acct., 18 28

---

 \$1,843 28

Commissions paid Trustees  
for 1st, 2d, and Chattel  
Mortgages, \$7,500 00

Counsel's Fees for Profes-  
sional Services, 3,500 00

Compensation for Security,  
&c., 2,000 00

Conveyancing, Printing and  
Advertising, 911 62

---

 13,911 62

---

 15,754 96

To Debit of Profit and Loss,

---

 \$784 48

*Profit and Loss Account.*

DR.

To Labor and Material Debt, for this amount of indebtedness of the Catawissa, Williamsport and Erie Railroad Company, for labor and materials purchased by them, assumed by this Company as per agreement,

\$70,854 11

To Net Income Account, for Balance,

784 48

---

 \$71,638 59

CR.

By Merchandise Account,  
for net profit, for work  
and repairs done.

\$56 54

By Phila. & Read. R. R. Co.  
thro' Freight Expenses,  
for allowance for the past  
4 months,

\$166 67

---

 \$223 21

By Labor & Material Debt,  
for this amount of the as-  
sumed Debt of the C.,  
Wms'port, & E. R. R. Co.,  
above mentioned settled,

---

 9,122 15

---

 9,345 36

---

 \$62,293 23
 

---

*Labor and Material Debt.*

CR.

By Profit and Loss, for the assumed Debt of the Cata.. Wms'port & E. R. R. Co.,	\$70,854 11
--	-------------

DR

To Cash paid on Account,	\$1,292 59	
To Profit and Loss, for this amount of Checks of the Cata., Wms'port & E. R. R. Co., returned by the Sunbury and Erie R. R. Co., and cancelled,	6,708 20	
Also a balance due Sun- bury & E. R. R. Co., cancelled per agreement,	2,389 95	
For this amount of Due Bills, of the C., Wms'port & E. R. R. Co., given in purchase of old materials,	24 00	
	————— 9,122 15	
	—————	10,414 74
		<hr/> \$60,439 37 <hr/>

# REPORT

OF THE

## SUPERINTENDENT.

---

CATAWISSA RAILROAD COMPANY,  
Superintendent's Office,  
Williamsport, January 1, 1861.

T. HASKINS DU PUY, Esq., President :

Sir :—Please find below a statement of the operations of the Transportation Department of this road, for the four months ending December 31st, 1860.

Having been appointed to the Superintendency of the Catawissa Railroad, I entered upon the discharge of my duties on the first of September last.

The roadway, structures, engines, cars, and the property of the Company generally, were found to be in a dilapidated condition, from legal and pecuniary causes not necessary for me here to specify.

The attention of this Department has been particularly devoted to the improvement of the roadway and machinery, and to systematizing the duties of your employees, in order that the cost of conducting the business of the road might be reduced to the lowest attainable standard consistent with safety and economy.

The track has been much improved, by the addition of 110 tons new iron and 3948 new cross-ties used in repairs.

Much yet remains to be done, to place it in economical working order, and it will need, during the coming summer, at least 500 tons of new or re-rolled iron, and 30,000 new cross-ties. Very many of the cuts on the road will require to be ditched. This work seems to have been in a manner neglected heretofore, and many of the cuts are so filled up, as barely to leave room for the passage of trains; in consequence, material falling from the slopes is washed directly upon the track. I would suggest that this work be commenced as soon as the ground becomes settled in the spring, and be so managed as to be completed before the return of cold weather. This will require an extra force of men, in addition to the regular track repairers.

The four trestle bridges have all had new track stringers during the past year, and have been otherwise repaired, and are now in staunch and safe condition; but I would nevertheless call your attention to the fact, that they have for seven years been exposed to the weather, and will necessarily require extensive renewals before a great length of time. The plan on which they are constructed admits of their being rebuilt without delay to the trains or business of the road. Both prudence and economy dictate a careful consideration of this subject. The three high truss bridges, at and above Mainville, appear to have had but slight repairs; they are at present sound, but the same remarks will apply to them as to the trestle bridges.

The North Branch bridge, at Rupert, (nine spans of 153 feet each,) has been thoroughly strengthened this autumn, and is now in safe condition, but must be entirely renewed during the coming summer.

The bridge over the Chilisquaqua, at Pottsgrove, (82 feet long,) is to be renewed this winter, and is now under contract. The smaller structures on the road are generally in good condition, but will, from time to time, require expenditures for repairs.

Your Company have nominally twenty-two engines, two of which are covered by chattel mortgages; the remaining twenty belong absolutely to the Company. A part of this stock is entirely worthless, and unfit for the purposes designed. I

refer you to statement "C," for tabulated details respecting them.

Nos. 1 and 2 are small engines of a primitive pattern. When this Company took charge of the road, both were lying idle. No. 1 has not been in use for several years. No. 2 has been thoroughly repaired and furnished with a new set of tires, and she now serves a good purpose, switching in and around Williamsport. No. 1 is still idle, but can be put in order at a moderate expense, and made useful for light service or switching.

Nos. 3, 4, 5, 6 and 7 are passenger engines, all of the same pattern, and very defective in design and faulty in materials and workmanship. Nos. 3, 6 and 7 have been for a year or more entirely out of use; are dismantled, and cannot, without large expenditure, be put in running order. No. 3 has only boiler-frame, cylinders, and cab remaining. No. 7 is in same condition, with addition of wheels. Nos. 4 and 5 are in condition to run; but it is far from economy to run them, as they are expensive to keep in repair. These five engines, to be made efficient and economical, will need to be entirely rebuilt and remodeled at a cost of fully \$6000 each, an expenditure I do not feel like recommending as judicious; for after repairing they will still be second-class engines.

Nos. 8, 9, 10 and 12 are freight engines, built by same makers, and are like those first named, faulty in design and material, and expensive to run. No. 8 has been furnished with three new wheels, and all of these engines have been extensively repaired. No. 9 is now in shop for a thorough overhauling, and will not be out before April 1st. These four engines are heavier than the passenger engines of same build, and, though similarly defective, are more serviceable, because run at a lower rate of speed.

Engine No. 11 is a Baldwin passenger engine of primitive pattern, with small fire box and limited capacity for steam, and is of but little value. She is now most of the time idle.

Engine No. 14 exploded on the 14th December last, and is badly wrecked. She was built at the Rogers L. & M. Works, and was one of our best freight engines. It will cost to rebuild her \$6000.

Engine No. 14, built by N. J. L. & M. Works, is in good order and serviceable for either passenger or freight.

Engines No. 15, 16, 17 and 18 are strong serviceable freight engines, built by the Lancaster L. & M. Works. They were much run down when your Company took them, on 1st September, and have needed extensive repairs. No. 17 has had general repairs, Nos. 16 and 18 general repairs and new tires, No. 15 is now in shop undergoing general repairs, and will not be out before April 1st. These engines are reliable and economical.

Engines Nos. 19 and 20, built by the Rogers L. & M. Works, are economical for passenger or freight service. No. 20 is now in shop for a new set of tires. No. 19 will need new tires before spring.

Engine No. 21, built by the Boston Locomotive Works, is a Passenger Engine in good order, and doing reliable service—is covered by a mortgage to P. O'Reilly.

Engine No. 22, built at Trenton, N. J., is not adapted for economical use on our road, having six feet drivers, but is a well built engine, and, with the exception of needing a new set of tires, is in good order.

All of our engines are wood burning. We have consumed, during the four months, 6,121 cords of wood at an average cost of \$2.25 per cord, amounting in the aggregate to \$13,790.05, or 11 cts. per mile run. If we had coal burning instead of wood burning engines, we could make a saving in our expenses of nearly or quite one-half of this item. Anthracite coal can be delivered on our tenders at \$1.60, per ton, and the experience of those companies, who have fully experimented with wood and coal as a fuel, shows that one ton of coal is fully equal to one and one-half cords of wood.

I propose during the coming summer to adopt and carry out a systematic plan for the prevention of waste in the item of fuel, and hope to economize materially in the amount consumed.

#### CARS.

This Company owns:—

10 Passenger Cars.

5 Baggage Cars.

- 3 Caboose Cars.
- 118 Platform Cars.
- 70 House Cars.
- 17 Ten ton coal cars.

To which should be added—

- 26 Platform Cars, covered by the mortgage to P. O'Reilly, and,
- 50 Ten ton Coal Cars, mortgaged to the Trenton Locomotive and Machine Man. Co., now in use by us.

The most of these cars are in use, but need extensive repairs to put them in economical working order.

The demands of our growing trade will require large additions from year to year to our stock of cars of all kinds. At certain seasons, when the trade is moving briskly, 200 more cars can be profitably employed; I would therefore suggest that measures be taken to increase the stock by additions, from time to time.

The prospects for an increase of the lumber trade from Williamsport to points in New Jersey, and of our coal trade northward, are good.

Our engine and car repairs are now done mainly under contract, at the shops of Little Schuylkill, and Elmira and Williamsport Railroad Companies.

The former Company anticipate a large increase in their business in one year from this time, consequent upon the opening of the East Mahanoy Railroad, and will from that time not be able to do any of our repairs. We shall then be obliged to have all our repairs done at Williamsport shops, which are of too limited capacity to repair all the stock of both Companies, in addition to which reason, our engines, in consequence of the new arrangement with the Sunbury and Erie Railroad Company (with the exception of one each way per day,) stop at Milton and do not run to Williamsport.

Under these circumstances I would suggest for your consideration the policy of making some arrangement at an early day by which we can do our own repairs on the line of our own road.

In order to do this, it will be necessary for us to provide shops

at some suitable place between Milton and Tamaqua. Wooden buildings, for shops, can be built and stocked with tools and machinery, for a cost of \$15,000.

I have retained most of the employees of the former Company in the positions in which I found them; dismissing none except for cause. I desire to bear testimony to the general faithfulness and ability with which they have discharged their duties.

Very Respectfully,

Your Obedient Servant,

H. STANLEY GOODWIN,

Sup't.

## A.

*Statement of Receipts and Expenses, for Sept., Octo., Nov., and Dec., 1860.*

## RECEIPTS.

Merchandise Traffic, . . . . .	\$82,605 50
Coal Traffic, . . . . .	4,380 64
Miscellaneous Traffic, . . . . .	6,789 97
United States Mail, . . . . .	3,966 68
Travel, . . . . .	25,400 41
Total Earnings, . . . . .	123,142 30
Deduct	
Little Schuylkill Nav. R. R. & Coal Co., . . . . .	\$11,670 34
Sunbury and Erie Railroad Company, . . . . .	12,538 26
Quakake Railroad Company, . . . . .	1,784 92
Beaver Meadow Railroad Company, . . . . .	1,357 82
Net Earnings, . . . . .	95,790 96

## EXPENSES.

<i>Station Expenses.</i>	
Office Expenses, . . . . .	\$314 89
Agents and Clerks, . . . . .	2,551 09
Porters, Watchmen and Switchmen, . . . . .	2,966 59
<i>Cost of Running.</i>	\$5,832 57
Fuel, first Cost and Labor, . . . . .	12,962 34
Pass. Conductors, Bag. Masters and Brakemen, . . . . .	2,110 45
Freight Conductors and Brakemen, . . . . .	3,515 39
Passenger Engineers and Firemen, . . . . .	1,560 00
Freight Engineers and Firemen, . . . . .	2,087 83
Coal Engineers and Firemen, . . . . .	843 40
Oil and waste for Passenger Engines and Tenders, . . . . .	600 88
“ “ “ Freight “ “ “ “ . . . . .	788 89
“ “ “ Coal “ “ “ “ . . . . .	220 48
“ “ “ Passenger and Baggage Cars, . . . . .	81 60
“ “ “ Freight Cars, . . . . .	395 50
“ “ “ Coal “ “ “ “ . . . . .	19 80
Train Incidentals . . . . .	852 72
Engine Wipers, . . . . .	818 50
Water Rents, . . . . .	66 66
<i>Expenses of Repairs of Machinery.</i>	26,924 44
Repairs of Passenger Engines and Tenders, . . . . .	1,951 09
“ “ Freight “ “ “ “ . . . . .	5,624 86
“ “ Coal “ “ “ “ . . . . .	1,011 32
“ “ Passenger and Baggage Cars, . . . . .	1,154 35
“ “ Freight Cars, . . . . .	4,662 96
“ “ Coal “ “ “ “ . . . . .	542 50
“ “ Through “ “ “ “ . . . . .	2,024 65
“ “ Tools, Machinery and Shops, . . . . .	148 54
Incidental Expenses about Shops, . . . . .	976 54
Rent of Shops, . . . . .	667 15
<i>Repairs of Road and Structures.</i>	18,764 16
Repairs of Track and Tools, . . . . .	11,147 31
“ “ Structures, . . . . .	2,884 76
<i>General Expenses.</i>	14,932 07
Superintendence and Office Expenses, . . . . .	2,180 91
Loss and damage to property, . . . . .	241 73
Damages for injuries to persons, . . . . .	30 00
Passenger and Freight Earnings refunded, . . . . .	697 03
Taxes, . . . . .	4 70
Contingencies, . . . . .	92 97
Stationery, . . . . .	455 18
<i>Miscellaneous Expenses.</i>	3,702 52
Emigrant Expenses, . . . . .	342 13
Through Ticket Expenses, . . . . .	428 12
“ Freight “ “ “ “ . . . . .	416 14
Advertising Account, . . . . .	173 47
Allowance for use of Cars, . . . . .	2,687 04
	4,046 90
Rent of Cars, . . . . .	3,940 20
Expenses of General Office, . . . . .	3,577 68
	80,820 54
Net Income, . . . . .	\$14,970 42

## B.

	Four Mos. END. Dec. 1859.	Four Mos. END. Dec. 1860.	INCREASE.	DECREASE.
<b>RECEIPTS.</b>				
Merchandise Traffic, . . . . .	\$67,880 90	\$82,605 50	\$14,724 60	\$5,966 23
Coal Traffic, . . . . .	10,346 87	4,380 64		91 79
Miscellaneous Traffic, . . . . .	6,880 86	6,789 07		
United States Mail, . . . . .	3,966 68	3,966 68		
Travel, . . . . .	29,310 42	25,400 41		3,910 01
Total Earnings, . . . . .	\$118,385 73	\$123,142 30	4,756 57	
<i>Deduct</i>				
Little Schuylkill Navigation R. R. & Coal Co., . .	\$7,970 69	\$11,670 34	3,699 65	
Sunbury and Erie R. R. Co., . . . . .	9,833 88	12,538 26	2,704 38	
Quakake R. R. Co., . . . . .	1,456 67	1,784 92	328 25	
Beaver Meadow R. R. Co., . . . . .	1,224 79	1,357 82	133 03	
	20,486 03	27,351 34	6,865 31	
Net Earnings, . . . . .	\$97,899 70	\$95,790 96		2,108 74
<b>EXPENSES.</b>				
Station Expenses, . . . . .	\$5,819 07	\$5,832 57		13 50
Cost of Running, . . . . .	23,726 95	26,924 44	3,197 49	
Expenses of Repairs of Machinery, . . . . .	14,713 93	18,764 16	4,050 33	
Repairs of Road and Structures, . . . . .	16,949 47	14,032 07		2,917 40
General Expenses, . . . . .	4,811 74	3,702 52		1,109 22
Miscellaneous Expenses, (including allowance for use and rent of Cars,) . . . . .	5,657 84	7,987 10	2,329 26	
Expenses of General Office, . . . . .	3,771 22	3,577 68		193 54
	75,450 22	80,820 54	5,370 32	
Net Income, . . . . .	\$22,449 48	\$14,970 42		7,479 06

**C.**  
**CATAWISSA RAILROAD.**—Statement of Cost of Running, and Repairs of Locomotive Engines, for the Months of  
 September, October, November and December, 1860.

Engine No.	MILES RUN.	PINTS OIL USED.	POUNDS TALLOW USED.	POUNDS WASTE USED.	COST OF OIL.		ENGINE MEN AND FIRE-MEN'S WAGES.	COST OF OIL.		COST OF REPAIRING ENGINES.	COST PER MILE OF ENGINES.	TOTAL COST PER MILE.	
					TALLOW AND WASTE.	PER MILE.		TALLOW WASTE AND WAGES.	PER MILE.			TOTAL EXPENSES OF ENGINES.	TOTAL COST PER MILE.
" 1.	Idle.					cts.			cts.		cts.		cts.
" 2.	1,398	48	5	12	\$8 15	.6	\$15 00	\$23 15	1.1	\$3 78	58.8	\$3 78	60.4
" 3.	Idle.											\$3 78	
" 4.	5,987	544	116	152	119 80	2.2	211 87	331 67	3.5	263 29	4.4	594 96	10.1
" 5.	6,116	488	96	50	86 75	1.4	213 75	300 50	3.5	387 45	6.3	687 95	11.2
" 6.	Idle.									64 99		64 99	
" 7.	Idle.												
" 8.	1,537	170	63	36	39 15	2.5	71 88	111 03	4.7	919 07	60.	1,030 10	67.2
" 9.	4,233	316	25	90	65 30	1.5	168 45	233 75	3.9	352 90	8.3	586 65	13.7
" 10.	5,385	404	150	125	94 55	1.7	232 42	326 97	4.1	507 10	9.4	834 07	15.2
" 11.	4,172	228	73	67	56 20	1.3	97 50	153 70	2.3	31 44	.7	185 14	4.3
" 12.	9,212	252	129	108	79 75	.8	438 75	518 50	4.9	252 57	2.7	771 07	8.7
" 13.	8,100	452	277	143	117 15	1.4	316 95	434 10	3.9	220 32	2.7	654 42	8.
" 14.	10,270	408	292	154	113 95	1.1	376 53	490 48	3.9	168 74	1.6	659 22	6.6
" 15.	7,309	448	126	148	99 80	1.4	316 57	416 37	4.3	323 50	4.4	739 87	10.1
" 16.	5,948	572	169	147	128 00	2.3	273 75	401 75	4.6	988 81	16.	1,390 56	22.9
" 17.	6,396	356	23	110	69 15	1.1	277 50	346 65	4.3	800 33	12.5	1,146 98	17.9
" 18.	4,304	364	167	111	84 90	1.9	176 25	261 15	4.1	890 61	20.	1,151 76	26.
" 19.	10,514	534	237	118	124 90	1.2	373 12	498 02	3.5	295 22	2.8	793 24	7.5
" 20.	11,033	520	228	116	119 75	1.1	388 13	507 88	3.5	950 14	8.6	1,458 02	13.2
" 21.	10,897	532	228	119	125 10	1.1	390 00	515 10	3.6	175 81	1.6	690 91	6.2
" 22.	4,200	336	55	104	77 90	1.8	142 50	220 40	3.4	169 42	4.	389 82	9.2
	117,011	6,972	2,450	1,910	\$1,610 25	1.4	\$4,480 92	\$6,091 17	3.9	\$8,587 27	7.2	\$14,678 44	12.5

Engine No.	PASS. TRAIN SERVICE	FREIGHT TRAIN SERVICE	WEIGHT in GROSS Tons.	NO. OF DRIVING WHEELS	NO. OF TRUCK WHEELS	DIAM. OF DRIVING WHEELS. Inches.	LENGTH OF STROKE Inches.	DIAM. OF CYLINDERS Inches	NAME OF BUILDER.	DATE WHEN BUILT	
1			20.	4	4	54	20	16	Hinckley.		Has been out of use for two years.
2.			20.	4	4	54	20	16	"		In good order, switching at Wmsport.
3.	"		25.	4	4	66	24	14	Norris.		Has been out of use for two years.
4.	"		25.	4	4	66	24	14	"		Is running, but in bad order.
5.	"		25.	4	4	66	24	14	"	1854	"
6.	"		25.	4	4	66	24	14	"		Has been out of use eighteen months.
7.	"		25.	4	4	66	24	14	"		" two years.
8.	"		26.	4	4	54	24	16	"	1854	Running order, has had 3 new wheels.
9.	"		26.	4	4	54	24	16	"		" but under gen. rep'rs.
10.			26.	4	4	54	24	16	"		"
11.	"		19.	4	4	60	20	15	Baldwin.		Quite old and dilapidated.
12.			26.	4	4	60	24	16	Norris.		In good running order.
13.			25.	4	4	54	20	16	Rogers.	1856	Exploded December 15th.
14.	"		24.	4	4	60	22	16	N. J. Loco. Ws.	1856	In good order.
15.			24.66	4	4	60	22	16 $\frac{1}{2}$	Brant.	1856	Running, but needs general repairs.
16.			24.66	4	4	60	22	16 $\frac{1}{2}$	"	1856	In good order.
17.			24.66	4	4	60	22	16 $\frac{1}{2}$	"	1857	"
18.			24.66	4	4	60	22	16 $\frac{1}{2}$	"	1857	"
19.	"		26.	4	4	66	22	16	Rogers.	1857	Needs new tire.
20.	"		26.	4	4	66	22	16	"	1857	In good order.
21.	"		20.	4	4	69	20	15	Hinckley.		"
22.	"		26.	4	4	72	22	16	Trenton L. Ws.	1859	Needs new tire ; is not running.





